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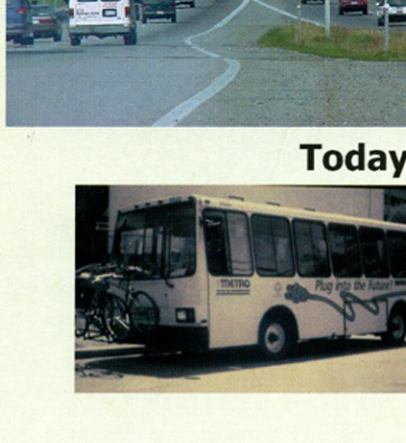
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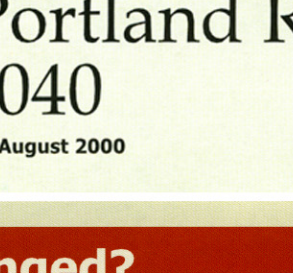
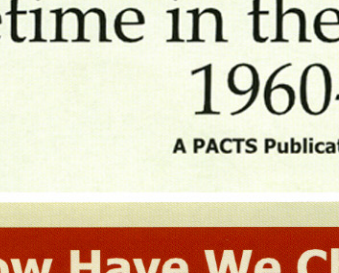
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Transportation and Land Use Trends and Projections

Yesterday



Today



Tomorrow

A Lifetime in the Portland Region 1960-2040

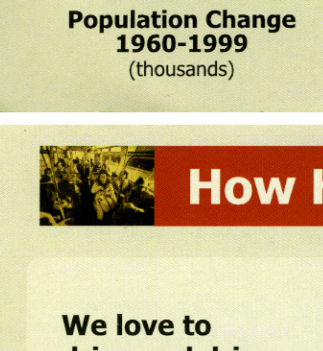
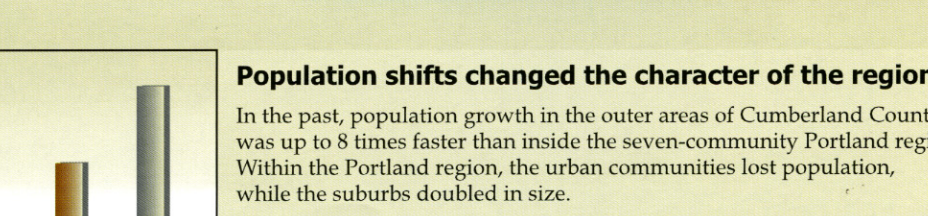
A PACTS Publication - August 2000

How Have We Changed?

Introduction

This brochure describes the Portland, Maine region today, as shaped by transportation and land use development trends since 1960. It also describes what the region will be like in 2040 if current trends continue as forecasted. Is your community ready for these growth impacts? In 1960, would we have chosen today's land use pattern and traffic conditions?

The 7 Portland Region Communities



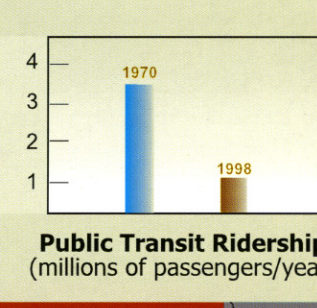
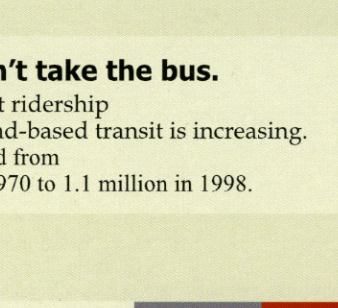
Population shifts changed the character of the region.

In the past, population growth in the outer areas of Cumberland County was up to 8 times faster than inside the seven-community Portland region. Within the Portland region, the urban communities lost population, while the suburbs doubled in size.

How Have We Changed?

We love to drive and drive.

Vehicle miles traveled (VMT) has grown much faster than employment and population in the Portland Region.



And most of us don't take the bus.

Fixed route public transit ridership is declining while demand-based transit is increasing. Area bus ridership declined from 3.6 million passengers in 1970 to 1.1 million in 1998.



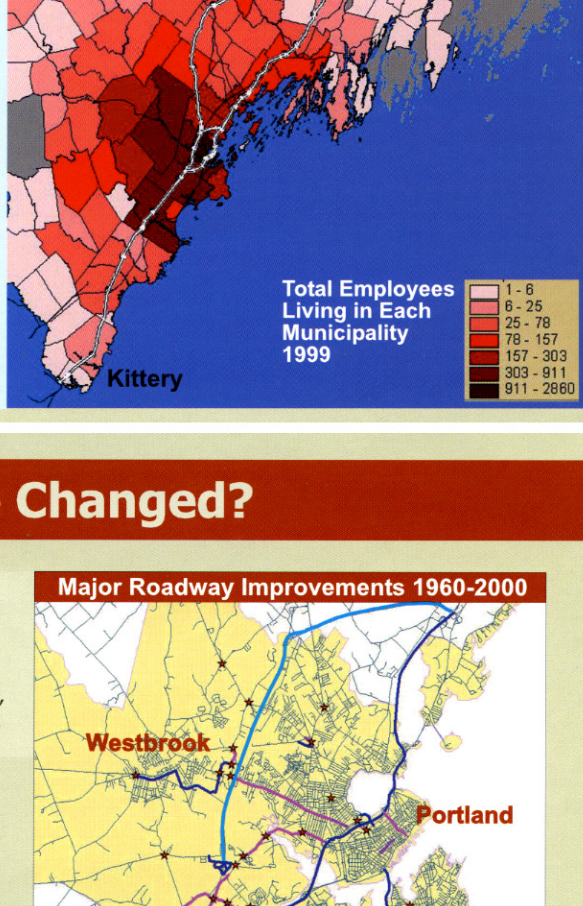
We've got jobs.

The number of jobs has increased and their locations dispersed in the suburbs, generating more travel demand and congestion. However, over half of the jobs in the Portland region are still in the City of Portland.

The Commute

The travel from home to work twice a day is a major generator of traffic. This map shows where the employees of some of the region's largest employers live. Some of these major employers are listed below.

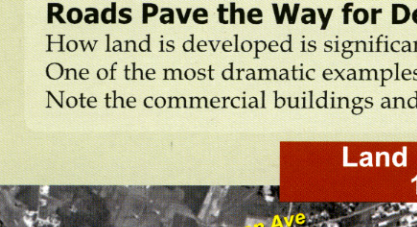
- Blue Cross Blue Shield
- Mercy Hospital
- University of Southern Maine
- Post Office
- Fairchild Semiconductor
- Portland Press Herald
- City of Portland
- South Portland
- Portland, Gorham
- Portland
- South Portland
- Portland, South Portland
- Portland



How Have We Changed?

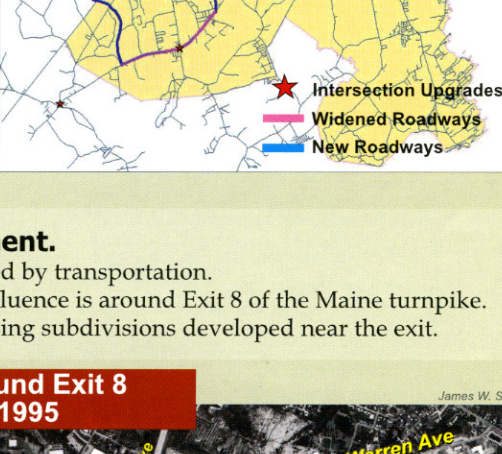
Roads are us.

The north-south Interstate highways have helped shape the region's residential and commercial growth pattern, and the local road systems that serve them.



I-295 Through Portland - 1999

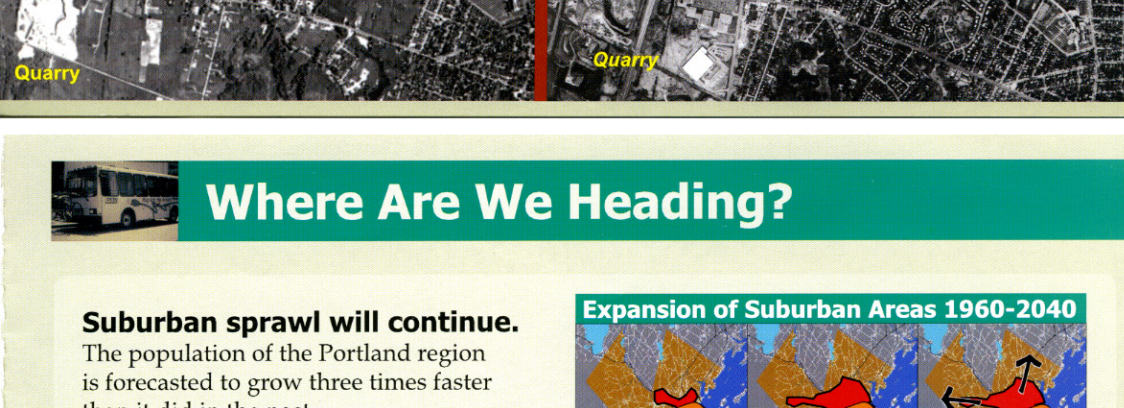
Major Roadway Improvements 1960-2000



Roads Pave the Way for Development.

How land is developed is significantly affected by transportation. One of the most dramatic examples of this influence is around Exit 8 of the Maine turnpike. Note the commercial buildings and new housing subdivisions developed near the exit.

Land Use Around Exit 8 1953 → 1995

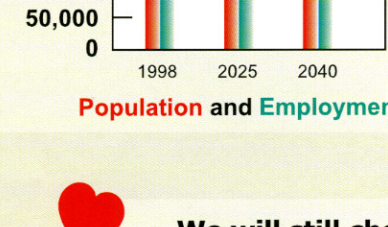
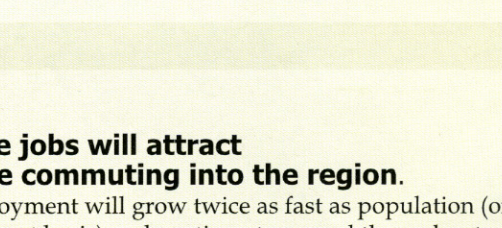


Where Are We Heading?

Suburban sprawl will continue.

The population of the Portland region is forecasted to grow three times faster than it did in the past. This growth will add an amount equal to the current population (65,000) of Portland to the inner suburbs.

Expansion of Suburban Areas 1960-2040



More jobs will attract more commuting into the region.

Employment will grow twice as fast as population (on a percent basis) and continue to spread throughout the region. Commuting within and into the Portland region from outside will increase.



We will still choose to drive and drive.

Miles traveled volumes will continue to grow faster than population and employment, adding a disproportionate amount of traffic to area roadways and intersections.

Forecasts indicate...

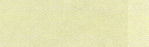
More travel time on the roads.

Percent Increase between 2000 and 2040

	Miles Traveled	Hours Traveled
On Major Roads	35%	62%
On Minor Roads	54%	83%

More miles of congested highways.

	Today	2040
Portland Region	10 miles	50 miles
Outside Region	5 miles	30 miles
TOTAL	15 miles	80 miles

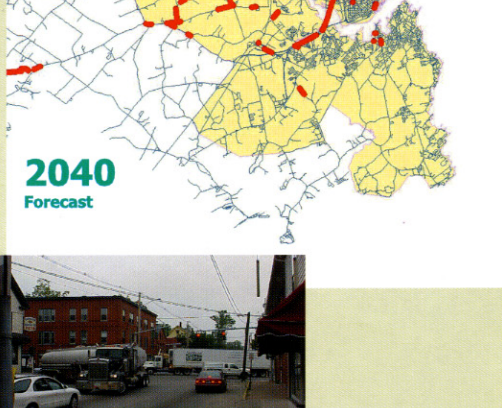
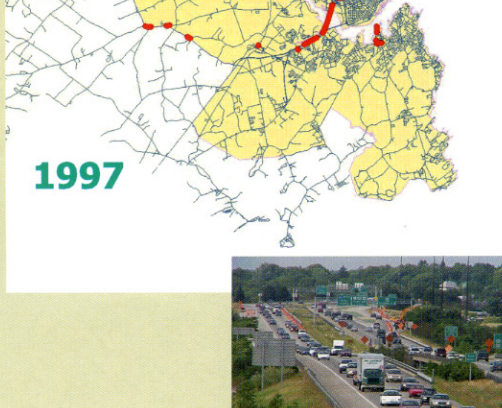


Where Are We Heading?

There will be no silver bullet for congestion relief.

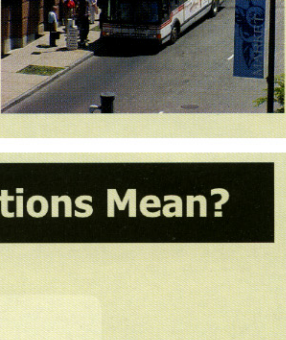
Traffic congestion will intensify, despite highway spending. Traffic congestion will require more transportation investments and will affect commerce, safety and the quality of life.

Sections of Highway with Traffic Congestion are Highlighted in Red.



Transit improvements will offer partial relief, but they will not relieve congestion by themselves.

Increasing bus frequency and capacity and providing a Portland peninsula shuttle may reduce automobile travel demand in certain corridors during commuting hours.



What Do These Trends and Projections Mean?



Bypass, widen and spend.

Planned roadway spending may only provide short-term traffic relief. Longer term, it will affect neighborhoods, businesses and the environment.



I need my car.

The local land use pattern of development will continue to limit transit possibilities and other travel alternatives. Travel demand will explode as we choose continued use of the automobile as the primary travel mode.

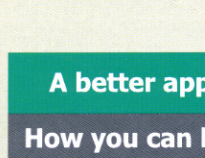
Incremental Development around the Maine Mall



Access at the Maine Mall

Although the Maine Mall is gradually filling in with new development, you still need your car to shop there. Scattered development patterns are not transit or pedestrian friendly.

What Do These Trends and Projections Mean?



Even with the ongoing roadway spending program, which supports low-density housing and strip commercial developments, we will travel more miles and spend more time in congested traffic to make the same daily trips.

Maine, still the way life should be?

Suburbia will continue to spread: eroding our city and town centers, filling open spaces and rural land, lowering environmental quality, and increasing both travel needs and spending for extended public infrastructure.

The time to act is now.

The more we suburbanize, the fewer options we will have to change development patterns and improve transportation systems. There is still time to address our regional transportation problems, but the next five years are critical. If we fail to act, what you see is what you will get: more sprawl, more spending, more congestion.

A better approach to long range transportation planning is needed.

How you can help:

You can make a difference now in helping to shape the future of your communities by participating in a new regional transportation planning effort about to begin. Contact the Portland Area Comprehensive Transportation Committee (PACTS), the region's official transportation planning agency at 774-9891.

Find out more on the web at www.gpcog.org

Detailed Analysis - Interactive Presentation - Transportation Planning Updates

Prepared by Parsons Brinckerhoff Quade and Douglas, Inc. and with the assistance of the Greater Portland Council of Governments for Portland Area Comprehensive Transportation Committee (PACTS)